

OLIVIER.

DOWNFALL OF HIS MINISTRY.

The scene in the French Corps Legislatif on the 9th of August—A full Report of the Debates.

The scenes which took place at the opening of the Corps Legislatif on the 9th of August were of the most agitating character, and reminded us forcibly of those which occurred during the first French Revolution.

After the usual formalities observed upon such occasions had been complied with, M. Emile Olivier, Minister of Justice and head of the Cabinet, rose and addressed the Chamber.

He said that the Emperor, having promised that the Empress would convalesce if the circumstances became difficult, the Government did not feel justified in waiting to call them together until the situation of the country had become compromised.

M. Latorou de Moulin said that the country was already compromised, invaded.

President Schneider hoped that they would not compromise it, either in the Right or Left, by compromising the dignity of their deliberations.

After some exciting observations from the Marquis de Pire, whom it was very difficult to calm down, the Minister of Justice continued.

The Government had summoned them together at the moment of the first difficulties. One or two of their army had met with checks, but the major part of it had neither been vanquished, nor even engaged.

The Corps which had been repulsed had only been so by forces four or five times more considerable, and it displayed in the combat a sublime heroism.

A voice from the Left—But it was compromised.

M. Jules Favre—Yes, by the incapacity of its chief. (Loud murmurs and protestations from the Right.)

President Schneider—You do not want even to hear the facts. Take care, you assume a great responsibility.

M. Baillieux—The tumult continues. I shall demand of the Chamber to resolve itself into a select committee.

M. Schneider—Let us deliberate tranquilly, and listen attentively to the Minister.

M. Emmanuel Arago—The tumult continues. I shall demand of the Chamber to resolve itself into a select committee.

The Minister of Justice, continuing—It displayed, I repeat, a sublime heroism which we should be proud to glory in at least as great as that of the victors.

M. Eugène Pelletan—You have lost the country. It can only save itself in spite of you.

President Schneider—Gentlemen, if you prefer violence and confusion to study and deliberation, I leave you the responsibility of it.

M. de Pire—It is shameful to enter into discussions at such a time. You should be unanimous, even if the Ministry be in the wrong.

M. de Pire—Come and take it. I am ready to yield it to M. Jules Favre, but to you never.

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tion to the Chamber.—Do not let us lose our time in discussions. Let us act. If you believe—and God knows with what ardor we shall assist the men who you honor with your confidence—If you believe that others more than we offer to you, to the country, to the army, and to the national defense the guarantees of which it has need, do not discuss; make no speeches; demand the vote, and cast balls into them signifying that we have not your confidence—that a new Ministry shall be immediately organized—that there shall be no suspension of the public action. Believe me, it is best to restrain the right of the return to what is past and to recriminations. We do not want to draw ourselves from your accusations; we belong to you; you can take us up when it pleases you, we shall be always here to undergo your reproaches and your anathemas. But I beseech of you now to think only of the public peril, to turn your attention only to the country. Dismiss us if you please immediately, and without form, for what is imperative above all things is not to indulge in national efforts, nor to discuss, but to act.

The Minister descended from the tribune looking extremely pale, and apparently in a state of great exhaustion. He resumed his seat without receiving any of the congratulations by which he is usually greeted after speaking.

M. Latorou de Moulin then offered the following motion for the adoption of the Chamber, stating it was signed by Deputies who were once liberal and Conservative; in fact, some of the most liberal among them.

"The undersigned Deputies demand that the Presidency of the Council of Ministers shall be conferred to General Trochu, and that he be charged to form a Cabinet."

Before the proposition was discussed, it was agreed that General Dejean, Minister of War ad interim, should read his expose des motifs relative to the project of law for the increase of the military forces of the country during the duration of war.

After the bill had been read the Minister demanded that it should be considered as a measure of urgency, and sent to the Bureau. The discussion was then resumed.

M. Jules Favre proposed two resolutions, the first having relation to the armistice of Paris, and the second to the following terms:

"Considering that the enemy has invaded the soil of France, that our army retreats and is routed, and is ready to repel him, it is the duty of every one to unite with it in its efforts. That is the right of every citizen. (Loud applause.)"

"Considering that according to the avarice, even of the Minister of War, the foreigner has entered upon Paris, that in presence of such a peril it will be necessary to refuse to every inhabitant of the capital the musket which is necessary for the defense of his home. (Interruption.)"

"That the whole people be armed and organized as a garde Nationale, electing its chiefs, the Chamber therefore decrees that there shall be immediately voted in the Mairies of each arrondissement of the city of Paris muskets to all able-bodied citizens inscribed on the electoral lists. (Loud applause.)"

"The Nationale shall be organized in France according to the terms of the law of 1861."

In supporting his proposition, M. Jules Favre said that they were in presence of events which exacted upon their part a supreme effort, but also the wisdom which should insure and render it salutary.

He said that the military forces should be concentrated in the hands of a single man and that man should not be emperor. (Applause on the Left.)

It was absolutely necessary that the Emperor should exercise his power. He ought not to exercise it as a monarch, but as a general. He should be a general, and not a monarch. (Applause on the Left.)

But this was not all; it was indispensable that, if the Chamber wanted to save the country, it should take in hand the necessary power. (Loud applause.)

M. Vendre—Do you want to deliver us over to the enemy?

M. Jules Favre—When the incapacity of those who govern has conducted it to that state which is the result of rage and anger, and which nothing could have been anticipated, it is time for it to confide itself to its representatives. (Interruption from several benches; applause on the Right.)

It is for this reason that I deposit on the bureau the following resolution:

"Considering that, notwithstanding the heroism of our army, the soil of the country is invaded, that the safety of France and the duty of defending it to the last gasp are the duty of every citizen, and that the direction of affairs." (Fresh interruption of opposite character.)

"Yes, gentlemen," continued M. Favre, "it is only we that can save ourselves. If we leave, for ten minutes, the reins of the government in the hands of those who have lost it, we are lost. (Murmurs.)"

Do what you please. With regard to myself, I disengage my responsibility. I have said what my conscience dictated to me. There is no question here of recriminations, or of attacks upon persons; they are foreign to us at present. I see only the future, and for me the future is this:—If you continue for a minute longer the deplorable system which has lost us France, we will see the greatest misfortunes. (Violent interruption.)

For these reasons, in conjunction with others of my colleagues, I deposit the following proposition on the bureau:

"The Chamber decrees that an Executive Committee of five members, chosen by the Chamber, be invested with the full powers of government to repel foreign invasion."

President Schneider—Your proposition is of an essentially revolutionary character, and consequently I can neither accept, nor submit to discussion a motion of such a nature.

M. Granier de Cassagnac—This is a commencement of revolution, lending a hand to the commencement of invasion. The Prussians are already on our soil. (Loud protestations on the Left.)

M. Esquiros—It is you who brought them in voting for war.

M. Tassar—It was your incapacity which brought them in.

M. Granier de Cassagnac—When Bourmont, of odious memory, sold his country (violent interruptions), he did nothing more than you. (Murmurs on the Left.)

Bourmont was at least a soldier who had looked in the face and near the enemies of his country, while you shelter yourselves behind your privileges. (Murmurs.)

You propose to destroy the government of whom? Of the Emperor who is facing the enemy. (Applause and murmurs.)

M. Granier de Cassagnac—We have come here under the conditions of our oath, which constitutes our character, and which creates our inviolability. (Murmurs.)

Ferry, went into the hemicycle, and addressed the Minister of Foreign Affairs in violent terms. It was reported about town that the latter had received a slap in the face from a Deputy, but the fact was not so.

The discussion was continued in the same violent and personal strain for some time, and finally a resolution of want of confidence in the Cabinet, proposed by M. Latorou de Moulin, was put from the chair and negatived.

A second resolution, proposed by M. Clement Duvernois, was couched in the following terms:—

"The Chamber, decided to sustain a Cabinet capable of organizing the defense of the country, passes to the order of the day."

The Minister of Justice declared that the Cabinet did not accept this order of the day. It was put to the vote and adopted by the Chamber. At the request of M. Olivier the sitting was suspended for a short time.

On the proceedings being resumed, M. Olivier, the Minister of Justice, rose and said:—

GENTLEMEN.—After the vote of the Chamber, the Ministers presented their resignation to the Empress Regent, and had accepted it. I am charged by her to declare to you that with the consent of the Emperor, she has entrusted the Comte de Palikao with the task of forming a Ministry. (Applause at the Right and Centre; murmurs at the Left.)

I will add, that during the few hours that separate us from the formation of the new Ministry, I will fulfill our duty, and that the new Ministry, whose members may be composed, as can count, so far as we are concerned, on the most ardent, the most faithful, and the most devoted support.

The Chamber then adjourned.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE N. from Philadelphia to the interior of Pennsylvania, and connecting with the Erie, Lehigh, and Wyoming Valleys, the North, North-west, and the Canada.

ARRANGEMENT OF PASSENGER TRAINS, MAY 15, 1870.

Leaving the Company's Depot at Thirteenth and Chestnut streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and leaving Philadelphia at 9:30 P. M. for Reading.

MORNING EXPRESS. Harrisburg, Pottsville, Pinegrove, Tanawana, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pottsville, York, Carlisle, Chambersburg, Hagerstown, and Washington, etc.

The 7:30 A. M. train connects at Reading with East Pennsylvania Railroad trains for Allentown, etc., and the 9:30 A. M. train connects with the Lehigh Valley train for Harrisburg, etc.

PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at that amount it will be necessary to refer to the HARRISBURG and SCHUYLKILL and SUSQUEHANNA trains for Northumberland, Williamsport, York, Chambersburg, Hagerstown, and Washington, etc.

AFTERNOON EXPRESS. Leaving Philadelphia at 3:30 P. M. for Reading, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Allentown, etc.

POTTSVILLE ACCOMMODATION. Leaving Pottsville at 9:25 A. M., stopping at intermediate stations, and arriving in Philadelphia at 10:25 A. M.

RETURNING, leaves Philadelphia at 6:15 P. M., arriving in Pottsville at 6:15 P. M.

Reading Pottsville and Pottsville at 6:15 P. M., and Reading at 7:30 A. M. and 9:30 P. M., stopping at all way stations, arriving in Philadelphia at 10:25 A. M. and 9:25 P. M.

Returning, leaves Philadelphia at 6:15 P. M., arriving in Reading at 7:30 P. M., and at Pottsville at 9:40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 9:15 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 11 P. M.

Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2:40 P. M., arriving at Philadelphia at 4:30 P. M.

Harrisburg Accommodation leaves Reading at 7:10 A. M. and Harrisburg at 4:10 P. M. Connecting with afternoon Accommodation trains for Philadelphia, arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 10:30 A. M., stopping at all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia, arriving in Philadelphia at 7:30 P. M.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 8:45 P. M. These trains connect both ways with the fast trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD. Passenger trains for Danbury and intermediate points take the 7:30 A. M., 12:30 P. M., and 7:30 P. M. trains from Philadelphia. Returning from Downingtown at 12:45, 1:45, and 8:15 P. M.

PERKIOMEN RAILROAD. Passenger trains for Schuylkill take 7:30 A. M., 12:30 P. M., and 7:30 P. M. trains from Philadelphia, returning from Schuylkill at 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville, and Schuylkill.

COLEBROOKDALE RAILROAD. Passenger trains for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURGH AND PHILADELPHIA. Leave New York at 9:00 A. M., and 5:00 P. M., passing Reading at 1:45 and 10:15 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroads. Express trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh at 7:25 A. M. and 9:40 A. M., passing Reading at 7:25 A. M. and 9:40 A. M., arriving at New York 12:00 noon and 8:30 P. M.

RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK AND WAY STATIONS.

FROM WALNUT STREET WHARF. At 9:30 A. M., Accommodation, and 3 P. M. Express, for Camden, Amboy, and 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

AT 7 A. M. AND 3:30 P. M. FOR NEW YORK, LONG BRANCH, AND INTERMEDIATE PLACES. At 7 A. M. for Amboy and intermediate stations, and 3:30 P. M. for Freehold, and 10 A. M., 12 M., 3:30, 5, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

AT 11:30 P. M. FOR EDGEMONT, RIVERSIDE, HORTON, AND PALMYRA. At 7:30 and 10 A. M., 12 M., 3, 5, 8, and 11:30 P. M. for Edgemoor, Riverside, Horton, and Palmyra.

AT 7:30 AND 10 A. M., 12 M., 3, 5, 8, and 11:30 P. M. FOR BORDENTOWN, FLORENCE, BURLINGTON, BEVERLY, DELANCO, AND RIVERTON. At 7:30 and 10 A. M., 12 M., 3, 5, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

AT 7 A. M., 12:30, 3:15, and 7:30 P. M. FOR HULLSBURG, HOLLAND, AND HOLMESBURG JUNCTION. At 7 and 10:45 A. M., 12:30, 2:30, 5:30, and 7:30 P. M. for Tacony, Whistoning, Bricksburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT, VIA CONNECTING RAILROADS. At 7 and 9:30 A. M., 12:45, 3:45, and 12 P. M. New York and Jersey City, and 11:10 P. M. Emigrant Line, via Jersey City.

At 7 and 9:30 A. M., 12:45, 3:45, and 12 P. M. for Trenton and 10:45 A. M., 2:30, 5, and 8 P. M. for Philadelphia, Camden, and Jersey City.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck, Edgington, Cornwallis, Torresdale, Bricksburg Junction, Tacony, Whistoning, Bricksburg, and Frankford.

The 9:30 A. M. and 12 P. M. Lines will run daily. All other Sundays excepted. Express Lines leave at 9:30 A. M., 6:40 P. M., and 12:15 P. M.

DELaware RAILROAD LINES. BELVIDERE, DELAWARE RAILROAD, LUNKIN, KEMIRA, ITHACA, OWEGO, ROCHESTER, BINGHAMTON, Oswego, Syracuse, Great Bend, Montrose, and Elmira, Schenck, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroussburg, Water Gap, Belvidere, Easton, Lambsburg, and Elmira, etc. The 3:30 P. M. Line connects direct with the Lehigh Valley for Mauch Chunk, Allentown, Bethlehem, etc.

At 7 A. M. for Lambertville and intermediate stations, and 11:30 P. M. for Philadelphia.

CAMDEN AND BURLINGTON COUNTY AND PEBBERTON AND HIGHTSTOWN RAILROADS. FROM MARKET STREET DEPOT (UPPER SIDE). At 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.

At 7:30 A. M., 1:15, 3:30, 5, and 9:30 P. M. on Thursday and Saturday nights at 11:30 P. M. for Merchantville, Moorestown, Hartford, Hightstown, and Mount Holly.

At 7 A. M., 2:15 and 9:30 P. M. for Lambertton and Peberton.

At 7 and 10 A. M., 1 and 8:30 P. M. for Lewistown, Wernersville, New Egypt, and Hometown.

At 7 A. M., 1 and 8:30 P. M. for Ocean Ridge, Imboden, and Hightstown.

August 1, 1870. W. M. H. GAZEMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. COMMENCEMENT OF SERVICE JUNE 8, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

At 7:30 A. M. for Baltimore, stopping at all regular stations, connecting at Wilmington with Delaware Railroad, and at Philadelphia with the Schuylkill and Reading Branch Railroad, and at Philadelphia with the Delaware and Chesapeake Bay Railroad, and at Philadelphia with the Delaware and Chesapeake Bay Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Perryville, and Havre-de-Grace. Connecting with train for New Castle.

Express Train at 4 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Turf, Linwood, Claymont, Wilmington, New York, and Philadelphia.

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M. SUNDAY, JULY 18, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot at Thirteenth and Chestnut streets, which is reached directly by the Market Street cars, the last car connecting with each train before its departure. The Chestnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot.

Express Train, Street Car Company will call for and deliver baggage at the Depot. Orders left at No. 801 Chestnut street, or No. 118 Market street, will receive attention.

MAIL TRAINS. 8:00 A. M. Paoli Accommodation, 10 A. M. and 12:30 and 7:10 P. M. Lancaster Accommodation, 11:00 A. M. Erie Express, 11:00 A. M. Harrisburg Accommodation, 3:30 P. M. Lancaster Accommodation, 4:10 P. M. Erie Express, 5:30 P. M. Parkersburg Train, 5:30 P. M. Cincinnati Express, 10:30 P. M. Erie Mail and Pittsburgh Express, 11:30 P. M. Erie Mail leaves daily except Sunday, running on Saturday night to Williamsport only. On Sunday the Depot at Philadelphia leaves at 12:30 P. M. 8 o'clock. Pittsburgh Express, leaving on Saturday night, runs only to Harrisburg.

Philadelphia Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be purchased at the Depot. Baggage delivered by 6 P. M. at No. 118 Market street.

Sunday Train No. 1 leaves Philadelphia at 9:40 A. M., and Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M., and Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 9:40 A. M., and Philadelphia at 9:40 A. M. Sunday Train No. 2 leaves Paoli at 7:40 P. M., and Philadelphia at 9:40 P. M.

Cincinnati Express, 8:10 A. M. Philadelphia Express, 9:30 A. M. Erie Mail, 11:00 A. M. Paoli Accommodation, 11:30 A. M. and 3:30 and 4:40 P. M. Parkersburg Train, 5:30 A. M. Lancaster Train, 5:30 P. M. Erie Express, 5:40 P. M. Lock Haven and Elmira Express, 5:40 P. M. Philadelphia Express, 9:40 P. M. Harrisburg Accommodation, 9:40 P. M.

For further information apply to JOHN F. VANLICK, Ticket Agent, No. 801 CHESTNUT STREET, PHILADELPHIA.

FRANCIS FUNK, Ticket Agent, No. 118 MARKET STREET, PHILADELPHIA.

The Pennsylvania Ticket Agent will not assume any responsibility for the loss of Baggage, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. GASSATT, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD. THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ESTERN PENNSYLVANIA, AND INTERIOR NEW YORK, BUFFALO, GORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT. Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Third and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washington.

At 7:30 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, and Conowingo, via Erie Railroad, and for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West by special contract.

At 8:30 A. M. (Accommodation) for Doylestown.

At 9:30 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Schuylkill, Reading, and Hazleton, and for Mount Airy, Central and Morris and Essex Railroads.

At 11:30 A. M. (Accommodation) for Fort Washington 1:15, 3:30, and 5:30 P. M. for Allentown.

At 1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Schuylkill, Reading, and Hazleton, and for Mount Airy, Central and Morris and Essex Railroads.

At 3:30 P. M. (Accommodation) for Doylestown.

At 5:30 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

At 6:15 P. M. (Mail) for Doylestown.

At 6:30 P. M. (Bethlehem, Easton, Allentown, and Mauch Chunk).

At 7:00 and 8:30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8:15, and 10:30 A. M.; 2:15, 5:05, and 8:15 P. M.

Doylestown at 8:25 A. M., 4:40 and 7:05 P. M. Lansdale at 7:30 A. M.

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